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Airstrip on Sin-do

- On 28 May 1952 there was an airstrip on Sin-do (124-26, 40-07) (XE-2241), which is four kilometers east of the Antung-Sinuifu railroad bridge. Approximately 60 percent of Sin-do was being used for the strip. The runway was 700 meters long and 15 meters wide. Four to five training planes were observed in the airstrip area on 28 May 1952. According to inhabitants of the area, five to seven training planes use the strip regularly. This strip was constructed in April 1952.

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Airfield Construction Near Hwangju

- Between May 1951 and 5 June 1952 an airfield was built by the 218 Army Unit, 1 Regiment, North Korean army, near the Hwangju River about 2 kilometers east of Hwangju (125-46, 38-40) (YC-4183) and about 100 meters west of a small settlement of ten houses.<sup>1</sup> The field was about 1,500 meters long and 700 meters wide; it was camouflaged with foliage. Twelve hangars large enough

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for fighter planes had been built at the field but no planes had been moved there. The commanding officer of the construction unit which built the field was Major KIM U-man (6855/4416/5502), aged 34.

#### Kaech'ŏn Airfield

3. On 20 July 1952 there was an airfield six kilometers northeast of Kaech'ŏn (125-54, 39-42) (YD-4998) at YE-485035, parallel to the Ch'ŏngch'ŏn River.<sup>2</sup> The airfield was approximately 3 kilometers long and 2 kilometers wide. On 20 July air-raid shelters were under construction around the perimeter of the airfield. Each shelter was 10 meters long, 2 meters wide, and 2 meters high. The top of each dug-out was covered with dirt and camouflaged with pine.
4. Personnel at the Kaech'ŏn airfield were billeted in civilian houses in the Pugwŏn (125-55, 39-46) (YE-5005) area at points YE-502050 and YE-498052, in Yongyŏn-ni (125-55, 39-45) (YE-5004), and along the Mamp'o main railroad line from point YE-497033 to point YE-502049. These buildings were 50 meters apart. Approximately 500 North Korean army troops guarded the airfield, equipped with the following weapons: 20 light machine guns, 1 heavy machine gun, 70 PPSH's, 2,000 hand grenades, 25 pistols, 3 trucks, and 20 wagons. The main foods consumed by the personnel were millet, flour, and corn. Supplies were transported during the night by truck or wagon from Kaech'ŏn.

#### Kusŏng Airfield

5. On 2 August 1952 there was an airfield one mile northeast of Kusŏng (125-15, 39-59) (XE-9228), lying in a southeast to northwest direction from point XE-937293 to XE-923307. Air-raid shelters were east and north of the field at XE-941294 and XE-932306. These shelters were 30 meters long, 10 meters wide, and 5 meters high and were built of timber and dirt with the roofs reinforced with steel plates. Approximately 20 of these shelters were in this area. The airfield was guarded by 150 North Korean army infantry soldiers, who were billeted at XE-944295. Anti-aircraft guns, manned by 200 men, were placed on a mountain east of the airfield at XE-946300. Ten searchlights were placed about the field. By 2 August all damage inflicted by United Nations air attacks had been repaired.

#### Construction of Airfield in the Anju Area

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6. From 25 June to 5 August 1952 the 218 Unit, 1 Regiment, of the North Korean army constructed an airfield in the Anju area at YD-286887. The field, upon completion, was 1,000 meters by 500 meters; the runway was 600 meters long. Underground hangars were built about the field and camouflaged with transplanted pine trees. The construction work was under the command of North Korean army Captain KIM U-su (6855/4416/1108),<sup>3</sup> a native of South Korea. In addition to personnel of the 218 Unit, a large number of civilians were used on the project. Working hours were from 7 a.m. to 6 p.m. daily. By 5 August no planes had been seen at the field.

#### Construction of Airfield in the Wonsan Area

7. Because constant air raids had inflicted irreparable damage on the airfield at Myŏngsasim-ni, Wonsan, on 3 August construction work was begun on a new airfield at Sinsong-ni (127-23, 39-19) by 500 North Korean air force personnel and 300 civilian laborers. Work hours were from 8 p.m. to 5 a.m. Shelter-type hangars were being built in three places, using natural topographical features for camouflage.

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- 25X1 1.  Comment. Possibly this is Puktumun (125-48, 38-39) (YC-4481).
- 25X1 2.  Comment. There were no airplanes at the Kaech'on airfield on 20 July 1952, but according to residents of the area planes were to be assigned to the airfield soon.
- 25X1 3.  Comment. This is probably the same officer reported in paragraph 2 above.

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